

What's Inside

*For the Sake of Clarity:
Where do Section 8 Voucher Recipients
Live?.....2*

*Montgomery: Commercial Design
Standards.....2*

*Green Township: Economic
Development.....2*

News Update.....3

*Multi-Modal Transportation
Improvement for Western
Hamilton County.....4*

SAFETEA Passes!.....4

*Older Adults:
The Mobility Challenge in Hamilton
County.....5*

*Managing Stormwater Through
Zoning Codes.....6*

*State Budget Bill Calls for
Consolidation of Services Among
Local Governments.....6*

*A Sneak Preview: Red Bank Road
Area- Year 2020.....7*

Upcoming Events.....8

Partnership Leaders Set Direction Invites Members to Provide Feedback

Now that the course has been set by the collaborative vision and goals of the countywide plan, the Planning Partnership is changing gears, moving into an implementation mode. On September 26, 2005, the Planning Partnership Executive committee drafted a series of recommendations that once approved by the membership will lead to a two-year work program for the organization. The new goals and strategies reflect the new direction set by a Strategic Planning Workshop held on May 12, 2005.

The new work program builds on the Planning Partnership's past work program, which promoted networking among commissioners and staff from Hamilton County jurisdictions through regular meetings focused on preparation of Community COMPASS and the Hamilton County 2030 Plan. Networking in itself and discussing issues of common interest that have multi-jurisdictional implications has been of great value to Planning Partnership members. Furthermore, the Partnership has evolved into an outstanding training and technical resource organization. The new goals and strategies focus on implementation through collaboration with local planning commissions.

The Executive Committee will meet on October 17th to consider feedback from Planning Partnership members. You can send your comments to carol.kammer@hamilton-co.org or by fax 513-946-4475 (use subject line: "Feedback on Goals and Strategies").

PRIMARY GOAL: TAKE ACTION

Implement collaborative initiatives to achieve mutual goals of Hamilton County jurisdictions (e.g., reversal of loss of population, jobs, and tax base, and other issues and opportunities identified in Hamilton County's 2030 Plan).

PRIMARY STRATEGY:

Engage local planning commissions as essential implementation partners.

Goal 1: Implementation Partnerships

Increase Planning Partnership effectiveness by expanding membership to include all jurisdictions and other essential implementation partners (e.g., planning commissions, developers, institutions, etc.).

Strategies:

1. Remove financial obstacles to membership and participation.

Goal 2: Economic Development

Increase involvement in economic development

by refining countywide plans for residential, commercial, and industrial (including brownfields) development and redevelopment and by improving state legislation for redevelopment of First Suburbs and central core. Involve all jurisdictions in implementation of Hamilton County's 2030 plan.

Strategies:

2. Promote expansion of the Board of Realtors' Ambassador Program to all jurisdictions.
3. Continue to provide framework of technical assistance (e.g., newsletter, listserv, information sessions, website, library, training, grant writing, etc.).
4. Assist communities to prepare comprehensive plans and strategies for implementation, as appropriate.

Goal 3: Shared Public Service Delivery

Increase involvement in identifying and facilitating opportunities for shared public service delivery and savings for local jurisdictions.

Strategies

5. Compile inventory of existing and potential consolidated public services.

Goal 4: Training and Capacity Building

Increase communication, training, and technical capacity opportunities for all local jurisdictions.

Strategies

6. Engage local planning commissions' members in development of relevant programs.
7. Continue offering training for planning and zoning commissioners
8. Identify 1 or 2 topics of relevance to jurisdictions in the area and organize information sessions, forums (i.e. Kelo decision and the State of Ohio Moratorium, Main Street introductory workshop in Hamilton County)
9. Continue with the Hamilton County Caucus' monthly email digest of OKI projects

Goal 5: Planning Law and Regulations

Increase involvement in improving regulations for land use, development, and property maintenance in Hamilton County jurisdictions and in improving Ohio's planning and zoning legislation.

Strategies

10. Engage Planning Partnership committees and alliances (e.g., Local Alliance for Nature and Development, Hamilton County Caucus of OKI representatives, First Suburbs Consortium, Storm Water Zoning Code project committee) in improving local plans and regulations, and Ohio laws.

The mission of the Planning Partnership is to bring together public, private and civic sector organizations engaged in community planning in Hamilton County so that mutual goals related to physical, economic and social issues can be planned for comprehensively and achieved collaboratively.

The Planning Partnership
Hamilton County Regional Planning Commission
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Cincinnati, OH 45202
Tel. 513 946 4455
Fax. 513 946 4475
website: www.planningpartnership.org
email: catalina.landivar@hamilton-co.org

Guest Column:

For the sake of clarity Where Do Section 8 Voucher Recipients Reside?

By Elizabeth Brown

The article in the June issue of UPDATE about where Section 8 voucher recipients live missed a very important point that may unduly increase concerns in many communities about a program that is already widely misunderstood.

The article reported on findings on “hot spot” research that identified small areas with a concentration of families with housing assistance. The article listed eight communities that it said had “the highest density of voucher recipients.” The listed communities do not have the highest density, but rather may have one street or one apartment complex with a high density.

The difference can be dramatic. For instance, Columbia Township was on the list, even though less than one percent of the households in the township are voucher recipients, lower than the countywide average. Conversely, South Fairmount was not on the list even though it is the community with the highest percentage (20%) of households receiving Section 8 housing assistance.

The local HUD office has a listing of all the communities in Hamilton County (local jurisdictions and Cincinnati neighborhoods) showing concentrations of assisted housing. It contains a wealth of information, including other forms of rental assistance in addition to vouchers and changes over time. Planners and officials looking at housing patterns in their community are encouraged to request the official data.

Section 8 vouchers are an important resource for residents of Hamilton County in need of affordable housing. The program is based on the private rental market and allows families to choose where they wish to live.

Housing Opportunities Made Equal (HOME) offers a Mobility Program to address the concern that families with vouchers are concentrating in a few neighborhoods. The program provides the families assistance in finding good landlords in suburban areas. This helps the families move to areas with more opportunity and relieves the pressure on transitional areas. For more information call 721-HOME.

Elizabeth Brown is Executive Director of HOME and can be reached at elizabeth.brown@umgc.org.



Montgomery Commercial Design Standards Assure Quality Development

By Frank Davis

The history of the City of Montgomery is integrally tied to the evolution of the Montgomery Road corridor, which prior to the construction of I-71, was the principal thoroughfare connecting Cincinnati, Columbus, and Cleveland. The City of Montgomery, mostly developed since World War II, has an excellent reputation as a desirable residential community. The City is also known for its pedestrian friendly downtown, the Heritage District, with its historic buildings and popular restaurants.

The Montgomery Road Corridor in the city of Montgomery stretches for a half mile from the Heritage District to the City Administration building at Schoolhouse Lane. The corridor, zoned for commercial use,

Cities with comprehensive design Ordinances

- | | |
|--------------------|----------------|
| • Round Rock | • Louisville |
| • Cedar Park | • Milwaukee |
| • Colleyville | • Portland, OR |
| • Georgetown | • San Diego |
| • Dallas-Ft. Worth | • Providence |
| | • San Antonio |

Structure of Ordinance Requirements



Source: Austin – Commercial Development Standards Study - 2004

developed over time with a series of stand alone commercial buildings, auto dealerships, a few strip centers, and one larger shopping center.

To reinforce the attractiveness of the commercial corridor, the City has regulated setbacks, parking, lighting standards, banned pole signs and limited the number and size of wall and ground mounted signs. But other design considerations were left vague and undefined. This made it difficult for the Planning Commission to work with property owners on the proper redevelopment of their properties.

Continued on page 3

Green Township Assembling the Right Team is Vital for Economic Development

By Greg Kathman

In January, long-time Cincinnati company Stegner Foods closed its manufacturing facility in Green Township. Not only did this result in the loss of a 90-year old company and more than 100 jobs, but it also resulted in the vacancy of a landlocked, highly-specialized food processing facility. Foreclosure proceedings began, and Township officials were worried that the building might sit vacant for a long time and become a blight on the area.

This spring, representatives from Zwanenberg Food Group, a Dutch company that is one of the leading international producers of canned meat products, contacted the Hamilton County Development Company (HCDC). The company was considering establishing its first processing facility in the United States. They had read press accounts about the Stegner closing and indicated that the building might be suitable for their needs.

HCDC assembled a team to secure this project. A local CPA firm was hired to represent the company. Hamilton County and the State of Ohio offered the company tax incentives. Green Township facilitated

the permit process. Fifth Third Bank helped work through foreclosure issues.

Earlier this summer, Zwanenberg announced that it had selected the Green Township site over other sites in Tennessee and New Jersey to house the company's new U.S. headquarters, manufacturing and food processing facility and research and development complex. The company plans to invest more than \$5.7 million to establish the operation and will hire more than 50 employees in the first three years. Company officials indicated that they will seek to hire many former Stegner workers, since they are familiar with the facility and food processing techniques. The company is required to maintain operations at the site for 16 years. They'll likely begin production late this year or early 2006.

When faced with a difficult development project, creating the right team to make the process as smooth as possible will often lead to success.

Greg Kathman is a Senior Development Specialist at the HCDC. Greg can be reached at gkathman@hcdc.com

Montgomery...

City Council requested that the Planning Commission and staff investigate creating aesthetic design standards that would enhance the appearance of the corridor. With the assistance of consultant McBride, Dale, Clarion and a design committee made up of Commission members and business owners, and input from a residents' survey, a series of recommendations have been drafted.

The report begins by stating a shared vision for the future. One of the principal points of discussion was whether the City should attempt to mimic the look of the Heritage District north along the entire length of the corridor. The larger lots and buildings already established made it impractical. However, it was important that redevelopment respect and compliment that historic character.

The collaborative process allowed a variety of viewpoints and perspectives to be considered to create a set of guidelines that are restrictive, yet flexible. The final report includes sections on the location and orientation of buildings, pedestrian features, compatibility with surrounding land uses (particularly residential that abuts most of the rear property lines), and parking and access. Particular attention was paid to building design, which was not currently addressed.

Other recommendations include:

- Use of natural building materials, no vinyl, aluminum or steel siding, and the use of standard concrete masonry units. Exterior Insulated Finish Systems (EIFS) material is permitted only as an accent and is restricted to 25% of the exterior wall surface.
- Base colors of buildings should be close to the natural color of the material or have a neutral muted pallet.

Continued on page 6

news update

Register Now! Site Plan Review Workshop

This hands-on training, especially designed for planning, zoning and board of zoning appeals commissioners, will provide practical tips on how to, and what to look for in a residential and a commercial development application.

Class Instructors are Todd Kinskey and Terrance Vanderman. The training will be on:

Wednesday, October 5, 2005
5:30-8:30 pm. Cost is \$35.
Priority Registration through September 21st.

A registration form can be downloaded from www.planningpartnership.org

To register contact Carol Kammer at 513-946-4489 or carol.kammer@hamilton-co.org

Ethics and The Commission November Seminar

Join fellow commissioners from the Metro area for a lively discussion on ethical issues with local expert Greg Dale, FAICP from McBride Dale Clarion.

Some of the topics to be covered: conflicts of interest, ex-parte contacts, are your procedures fair?, site visits, the commissioners as applicant, etc.

Bring your "issue" and find out what the expert suggests, and how other commissioners in the region handle similar situations. Thursday, November 3, 2005 5:30-8:30 pm Cost \$35.00. Priority registration through October 19th.

To register contact Carol Kammer at 513-946-4489 or carol.kammer@hamilton-co.org

Hamilton County: Efforts to keep it green

The Local Alliance for Nature and Development of Hamilton County (LAND-HC) has been created to build consensus for protecting greenways and greenbelts in Hamilton County and the metropolitan region. LAND-HC has four working committees that focus on Awareness, Consensus and Priorities; Protection Regulations; Legislation and Funding; and Greenbuilding.

LAND-HC has started

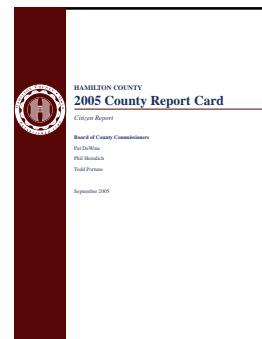
its awareness campaign with presentations at the Second Annual Environmental Summit held in Mt. Airy Forest last June, and at the Hamilton County Storm Water District public meeting held at The Grove in Springfield Township last August.

For more information on upcoming events or how to get involved contact Dean Niemeyer at 513-946-4457.

Hamilton County Report Card Where does your tax \$ go?

A new initiative of the Hamilton County Board of Commissioners provides citizens with information to track county government performance. The report includes County Performance Measures and Community Indicators. County Performance Measures focus on county government's activities. Examples include

county spending and tax rates. Community Indicators provide overall community performance information for example county population and employment trends.



The Report Card will be updated and released annually. Two versions of the report, a full version and a shorter citizens version, will be available in hardcopy and on the county website.

First Suburbs Consortium Promotes Agenda



Tom Moeller from Madeira, SW-FSC Vice-Chair, during the August 10th press conference. "Smaller communities can not afford replacement of original roads, that in most cases are used also by nonresidents, when you [municipalities] only get a fraction from the state, and [you] have to provide other services as well," said Moeller

On Wednesday, August 10, 2005 government officials from older established municipalities in Ohio lobbying for State policy changes gathered for a press conference on the steps of the Statehouse.

The group, organized as the Ohio First Suburbs Consortium (FSC), is creating awareness of the struggles municipalities established in the 50s or before are enduring. With most of the financial aid from the state going to newer developments or to blighted central cities, "first suburbs" communities are caught in a blind spot. They do not get enough help to improve or even maintain their aging infrastructures.

Some of the FSC's lobbying efforts include a proposal to change policies to promote the reuse of older buildings through flexible building codes or more generous tax credits; and changes to the redistribution formula for road improvements. The gubernatorial race and upcoming changes in the legislature is providing the FSC alliance the motivation to get its agenda known.

The Ohio First Suburbs Consortium has 63 members from the Cleveland, Columbus and Cincinnati areas. The 18-member Southwest Ohio First Suburbs Consortium is the only affiliate that includes among its members a township.

Multi-Modal Transportation Improvement for Western Hamilton County

By Sarah Woller

Rapid growth in population and commerce in Western Hamilton County has meant that many roadways are operating at or close to capacity. In response, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) has initiated a major transportation study of the area. The Western Hamilton County Transportation Study focuses on improving mobility and safety for residents, commuters, visitors and freight.

Intelligent Transportation System (ITS) options.

The study encompasses the roadways of the western portion of Hamilton County stretching to the Indiana state line on the west and Butler County to the north. This also includes the western suburbs of the City of Cincinnati. Major roadways included are U.S. 27 and 50; State Route 126, 128 and 264; as well as I-74 and

I-275. Emphasis will be placed on studying access issues including connectivity to Butler and Dearborn counties and Downtown Cincinnati.

In order to gather the concerns and suggestions of those in the study area, the study's first public meeting will be held on Tuesday, September 27, 2005. The open house style meeting will be held from 5 – 8 p.m. at the Whitewater Township Community Hall located at 6125 Dry Fork Rd. All are encouraged to attend.

More information is available on the study's website at www.westernstudy.org or by calling (513) 621-6300 ext. 124.

Sarah Woller is a Communications Coordinator with the OKI Regional Council of Governments. She can be reached at (513) 621-6300.

SAFETEA Passes!

By Susan Roschke, PhD

Almost two years have passed, thousands of special projects have been provided for, and Washington has finally come to an agreement on a \$286.4 billion dollar highway and transit bill. Congress passed the bill on July 29th and the President signed it into law on August 10th at a Caterpillar plant in Montgomery, Illinois (since it means lots of Caterpillar equipment will be needed).

Included under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA) are the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the National Scenic Byways Program, the Recreational Trails Program, and a host of others. The full text of the bill summary is nearly 60 pages, so one can understand both the difficulty in reaching agreement and the frustration of those waiting for that resolution. Wrangling over the final dollar figure was a key holdup. The final number remains hard to fathom, but President Bush noted his approval that the bill did not require an increase in gas taxes.

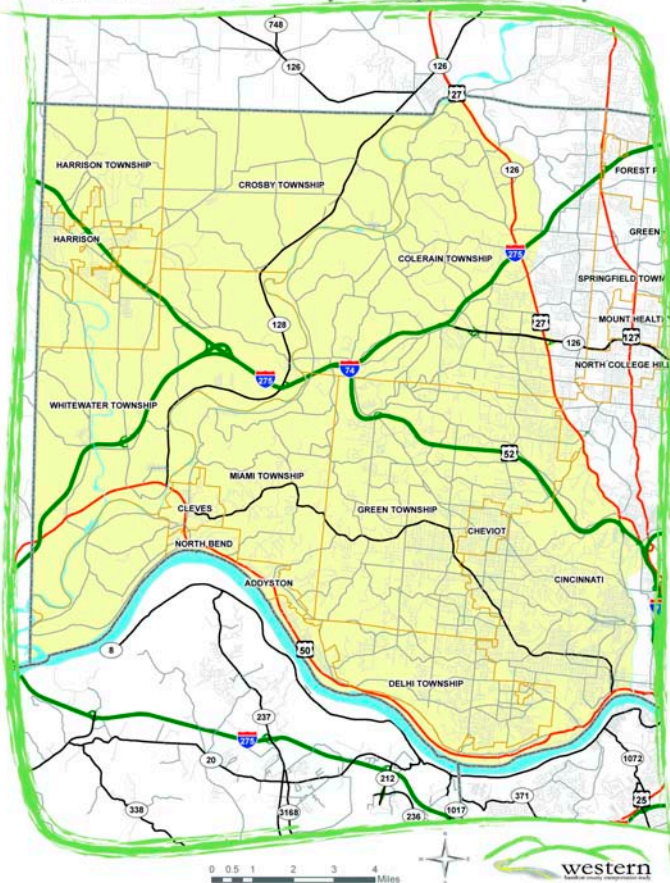
Some lawmakers proudly proclaim the money they were able to earmark for their districts. Thus, local projects to be funded include the Brent Spence Bridge, the Waldvogel (Sixth Street) Viaduct, the I-275 – AA connector, I-75 widening, the US 27 – US 73 connector, and the I-471 Corridor Study. Others, such as Rep. John Boehner and Sen. John McCain, decry the lack of fiscal discipline leading to spending on items such as lavish landscaping and call for more planning involvement at the local and state levels.

SAFETEA covers transportation development spending through fiscal 2009. Although spending since the expiration of TEA-21 at the end of September 2003 has continued thanks to a series of extensions, the passage of this reauthorization should provide some sense of stability in program funding for the remainder of the covered time period.

Of course, the passage of this bill means we have just over four years to get ready for the next one. Start your wish lists now.

Susan H. Roschke, Ph.D. is a Senior Planner at TEC Engineering, Inc. She can be reached at (513) 771-8828 or at susanr@teceng.com

Western Hamilton County Transportation Study



The study will examine the feasibility of multi-modal and transportation system management improvements. OKI is investigating potential improvements to the overall traffic flow including improved transit options, operational improvements to the interstate system and associated interchanges, the arterial system and

Older Adults: The Mobility Challenge in Hamilton County

By Angela DeShano

With 145,000 people in the 60 and older age category Hamilton County has the second largest senior population in the State of Ohio. By the year 2010, one in every seven people in the county will be 65 years or older. Americans are living longer, active lives. Economic analysts foresee increased participation of older adults in the workforce, and becoming a driving force in non profit and community and civic oriented organizations. So, how can Hamilton County create the right environment for our seniors to continue to enjoy an active, productive and independent life style?

One of the challenges seniors face as they age is limitations in mobility. Today, how do they get from here to there? Well, many drive. Ohio's anti-discrimination laws do not allow for age restrictions on

license renewals (only vision tests). There is a growing national movement toward tightening road safety which may set stricter standards that may keep many older adults from doing their own driving.

A less independent alternative for seniors has always been family members to take them around. Some use local senior services, and public transportation. But many have trouble finding readily available public transportation.

In Hamilton County, public transportation is provided by Metro buses which are operated by SORTA (South Ohio Regional Transit Authority). Eighty percent of SORTA's routes are located in the city of Cincinnati. SORTA's funding comes from local, state and federal tax revenue and fares, with the majority funding coming from the City of Cincinnati earnings tax.

SORTA's Fare Deal program, offers seniors and people with disabilities 1/2 off the regular fare. Another program "Access" takes over 250,000 people per year to doctor appointments, pharmacies, or other health related places as long as riders are within 3/4 of a mile from a Metro route. However, Access is for people with disabilities, not for seniors, so a senior must be both to use it.

After the defeat of the MetroMoves sales tax in 2002 which included funding a light rail and expanded bus services, SORTA had to scale down.

What is happening in Hamilton County

SW First Suburbs Consortium Transportation Committee focus on connecting suburban areas. Dave Savage, Mayor of Wyoming is the Committee Chair. 513-821-7600.

Transportation Regional Action Network (TRAN) promotes accessible transportation for people with disabilities. Seniors who have limitations/disabilities would be included. Contact: Joyce Thompson, Direct Service Coordinator - Ohio Valley Chapter - National Multiple Sclerosis Society 513-769-4400 joyce.thompson@ohg.nmss.org

Today SORTA provides limited service outside of the city of Cincinnati and has no plans aimed at further assisting seniors.

Seniors living outside the city find it even harder to maintain their independence while getting from place to place. With many seniors determined to "age in place," lack of transportation makes their housing arrangements become a "house arrest."

In the Cleveland area, a partnership between The Senior Transportation Connection of Cuyahoga County, and the Greater Cleveland Regional Transit Authority (GCRTA), has developed a management option to ensure their seniors (17% of their population) have transportation when and where they need it. The model proposes the establishment of a new nonprofit corporation Senior Transportation Organization (STO) to directly coordinate, manage, and operate existing paratransit services to improve senior transportation.

Like in Cuyahoga County, it may be timely for jurisdictions in

Cleveland

A new nonprofit corporation, Senior Transportation Organization (STO), was created to directly manage senior transportation services. Its primary mission is to:

- Manage a network of coordinated service providers dedicated to providing senior paratransit services
- Act as an advocate for senior mobility
- Serve as the focal point for information about transit and paratransit resources in Cuyahoga County
- Serve as the agent for coordination in and among the designated service regions
- Serve as the central point for paratransit reservations throughout the County
- Act as a liaison to GCRTA providing planning assistance on system design and implementation to facilitate use by older adults
- Coordinate grant funding and capital needs planning to ensure systematic and appropriate vehicle acquisition and replacement
- Implement uniform driver qualifications and training with special focus on working with the needs of older adults <http://cuyahogaseniorsride.com/section10.html>

Hamilton County, organizations involved in transportation, and older adults' advocacy groups to address head on mobility issues that affect our seniors.

Angela DeShano can be reached at deshanod@cinci.rr.com

Hamilton County

2010 Population Projection

Top 20 Jurisdictions with Highest % of Population Aged 65 and Older

1	Sycamore Twp	34%
2	Amberley	32%
3	Sharonville	23%
4	Springdale	22%
5	Mariemont	20%
6	Reading	18%
7	North Bend	17%
8	Greenhills	17%
9	Delhi Twp	17%
10	Mount Healthy	16%
11	Blue Ash	16%
12	Green Twp	16%
13	Evendale	16%
14	Springfield Twp	16%
15	Indian Hill	15%
16	Silverton	15%
17	Montgomery	15%
18	Madeira	15%
19	Loveland	14%
20	Colerain Twp	14%

Source: US Census Bureau
Prepared by HCRPC 2005

Stormwater Management Through Zoning Codes

By Joanne Gerson

Rainfall on undeveloped land results in practically no flooding of local streams. This is an amazing fact – a fact that may seem surprising in the current environment of streams and rivers that quickly rise over their banks after a major storm event. We alter the natural flow of the water as we build up our communities. In land with no development, there is less than 10 % stormwater runoff. Rainfall events in highly developed areas result in over 50% runoff. The amount of runoff is directly related to the amount of impervious surface which inhibits rainwater penetration into the ground below. Examples include streets, rooftops, asphalt playgrounds, cement sidewalks and driveways. When the rain water is not able to penetrate into the ground as it should, it runs off along the ground surface and into our streams. In severe rainfall events the streams cannot handle the sudden increase in volume resulting in flooding into our streets, homes and buildings.

A healthier environment is important to our community, as documented in the Countywide Plan. Flooding is detrimental and costly. The Planning Partnership through the Stormwater Zoning Code Project Committee is studying how, through zoning codes, communities can reduce the quantity of water run off at the source to prevent flooding and preserve the environment.

The Committee is researching different zoning codes nationwide and identifying codes that present pragmatic solutions to reduce stormwater run off. Several communities in Hamilton County have already pioneered some

changes in their zoning code regulations with favorable responses from developers and overall benefit to the community.

The Planning Partnership Committee on Stormwater complements the work of the Hamilton County Stormwater District Committee. In addition the Planning Partnership project provides local jurisdictions the opportunity to partially meet the Education/Outreach requirements of the NPDES (National Pollutant Discharge Elimination System) Phase II Permit at no cost.

A kick-off session to present findings and tips on stormwater quantity best management practices through zoning code language, including examples, will be held at the Northern Kentucky Sanitation District One facility on October 31st from 1 to 3 pm. A complementary tour of the award winning demonstration facility will follow at 3:00 pm. Participants will receive a packet of reference material. The event is FREE however registration is required. City Administrators, City Developers and Planners, Elected Officials, and members of Planning and Zoning Commissions are encouraged to attend.

For registration contact Carol Kammer at 513-946-4489 or at carol.kammer@mailton-co.org

Joanne Gerson can be reached at joanne.gerson@earthlink.net

Continued from page 3

Montgomery...

- Fluorescent, reflective or neon colors are prohibited.
- Buildings should be designed to a more pedestrian or human scale, with vertical and horizontal dimensions being in close proportion, a strong emphasis on entrance facades and roof edges, and other architectural elements.
- Flat roofs are not desirable, however it was impractical to prohibit them
- Required screening rooftop mechanical equipment.

Property owners were invited this August to revise the proposed design regulations prior to Planning Commission approval. The corridor committee report may be reviewed on the City of Montgomery's web site, www.montgomeryohio.org

Frank Davis is the Community Development Director of the City of Montgomery. He can be reached at 513-792-8347.

State Budget Bill Calls For Consolidation of Services Among Local Governments

By Steve Dana

Ohio's new biennial state budget (HB 66) includes a requirement that all of the state's eighty-eight counties and cities of more than 100,000 in population submit to the Auditor of State a report that describes efforts to reduce costs from consolidation of services and regional cooperation. The report must be submitted not later than October 1, 2005.

Local Government Funds, cut in earlier versions of the budget bill, were restored. Local governments will receive the same amount of state aid during the next two years as they received in the last two years.

In response to differing interpretations of the language in Section 557.12.01 of the bill, the County Commissioners Association of Ohio spoke with lawmakers and determined that the intent is that *all* Ohio's counties should submit the report.

The report must contain two major parts: First, it must describe *current* and *past* efforts on the part of the county or city to reduce costs by consolidating services and must specify resultant cost savings. Second, the report "shall describe future plans with respect to consolidating services, including but not limited to, consolidating fire, law enforcement, water, sewer and solid waste services, provided by the county or city."

This legislation provides significant energy to Hamilton County's Planning Partnership, because a county's plans to cooperate with its political subdivisions must be included in the report. Cooperation in the "financing of operations that serve all subdivisions" and the "consolidation of purchasing or construction functions" are named.

Steve Dana is a Land Use Specialist with the League of Women Voters of Ohio

A Sneak Preview: Red Bank Road Area - Year 2020

By Abhishek Dayal

The Eastern Corridor Initiative was spearheaded by OKI as a comprehensive planning process to create multimodal transportation solutions in the metropolitan region.

From December 2000 through April 2002, a study, "The Eastern Corridor Land Use Vision," was conducted to create a unified land use vision that will guide environmentally and economically sustainable development in jurisdictions in Hamilton and Clermont Counties.

The Hamilton County Regional Planning Commission ran a forecast model, the Smart Growth Index, on the Red Bank Road area to test the theoretical impact of the Land Use Vision Plan goals in selected communities in the year 2020. The Red Bank area includes Madisonville, the Village of Fairfax, City of Madeira, and a portion of Columbia Township.

The model considers current conditions, as of 2002, and assumes conditions outlined in the 2020 plan.

Some of the recommendations in the land use vision plan were:

- Revitalization of Madisonville Neighborhood Business District (NBD) near Whetsel Ave. and Madison Road
- Creation of bike trail connections (e.g. to Ault Park; along Murray Avenue; to Little Miami, Lunken, and Ohio River

- Bike Trails)
- Encouraging more office and industrial uses on Red Bank Corridor while limiting retail development

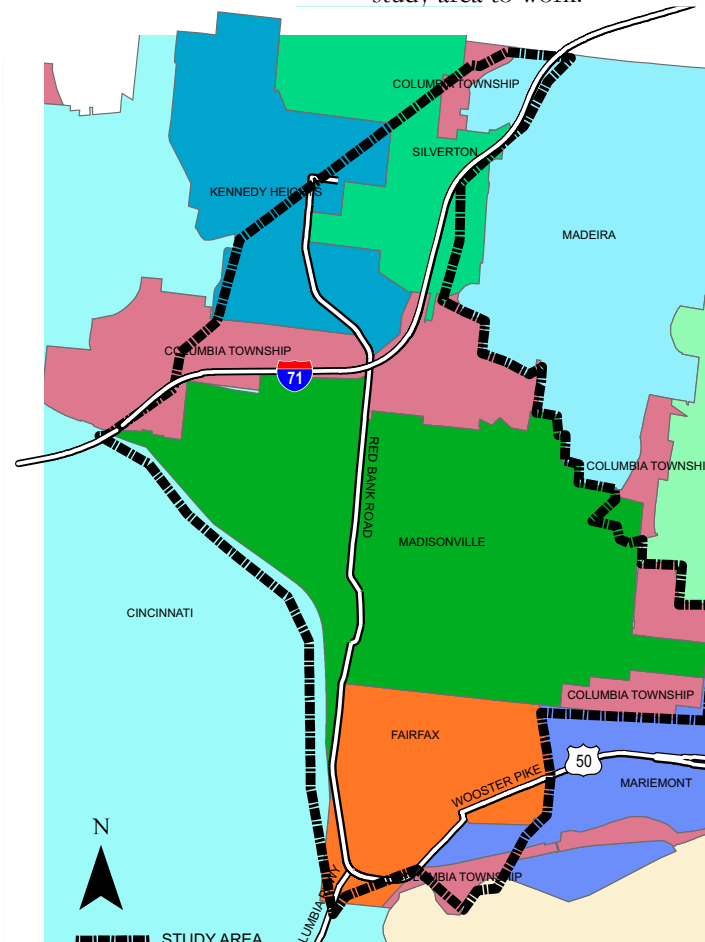
The area continues to be mainly a bedroom community. Local employment opportunities have not increased and residents continue to travel outside the study area to work.

of workers per households, average household size, have been assumed to be the same until 2020. Also, no addition to the existing units of schools, parks, employment centers, key amenities (libraries, health care centers, post offices) were considered due to lack of data. Thus the changes that appear in the future conditions are a result of the proposed land use vision plan only.

Although a theoretical exercise, it is a helpful tool for decision makers who can pinpoint key indicators and their potential future impact in the community if "tweaked" a little. So, what will be the 2020 scenario if the household size is smaller, the employment centers grow, there are more amenities in the community?

The Smart Growth Index (SGI) is a tool developed by the Environmental Protection Agency (EPA) to evaluate effects of different development scenarios based on land use, housing, employment, transportation, infrastructure and environmental indicators. It can illustrate the impact that land use decisions have on the communities in the Red Bank Road focus area. Hamilton County Regional Planning Commission was selected by the EPA as one of the 12 SGI partners to test the Smart Growth Index model.

Abhishek Dayal, HCRPC intern, is a graduate student from the School of Planning at the University of Cincinnati.



Overall, the results of an analysis using the Smart Growth Index show a general tendency towards compact and mixed use development which is consistent with the revitalization efforts of Fairfax and Madisonville NBDs outlined in the plan.

The higher density and compact development hints at a more pedestrian oriented land use distribution, which in turn may reduce dependence on the automobile.

Regarding housing, the model sees an overall increase of multi-family dwelling units. High density multi-family dwellings increase by 5% while low density multi-family dwellings will go down to only 1% in 2020.

Most of the indicators do not show a significant change from the present conditions. This is due to the fact that most of the parameters used to run the model, like number

Event	Date	Time	Location	Contact
October				
Site Plan Review Workshop	October 5	5:30 PM - 8:00 PM	Drake Conference Center Rooms F & G	Carol Kammer 946.4489
Editorial Committee Meeting	October 11	10:00 AM - 12:00 PM	HCRPC Room 807	Catalina Landivar-Simon 946.4455
Executive Committee Meeting	October 17	3:30 PM - 5:00 PM	HCRPC	Ron Miller 946.4453
Program Committee Meeting	October 19	10:00 AM - 12:00 PM	Wyoming Administration Building	Catalina Landivar-Simon 946.4455
First Suburbs Consortium of Southwest Ohio	October 27	8:00 AM - 9:30 AM	Drake Conference Center Room D	Andy Dobson 946.4466
Managing Stormwater through Zoning Codes Presentation	October 31	1:00 PM - 3:00 PM	Northern Kentucky Sanitation District 1	Carol Kammer 946.4489
November				
Ethics & the Commission Seminar	November 3	5:30 PM - 8:00 PM	Drake Conference Center Rooms F & G	Carol Kammer 946.4489
Program Committee Meeting	November 16	5:30 PM - 8:00 PM	Drake Conference Center Rooms F&G	Carol Kammer 946.4489
Executive Committee Meeting	November 21	3:30 PM - 5:00 PM	HCRPC	Ron Miller 946.4453
December				
First Suburbs Consortium of Southwest Ohio	December 8	8:30 AM - 10:00 AM	Drake Conference Center Room D	Andy Dobson 946.4466
Program Committee Meeting	December 14	10:00 AM - 12:00 PM	Wyoming Administration Building	Catalina Landivar-Simon 946.4455
Executive Committee Meeting	December 19	3:30 PM - 5:00 PM	HCRPC	Ron Miller 946.4453

Note: Schedule of meetings is subject to change. Please confirm with the listed contact person or check the Planning Partnership website:
www.planningpartnership.org